

The Sydney Morning Herald.

No. 15,461.

SYDNEY, FRIDAY, OCTOBER 14, 1887.

12 PAGES.

PRICE 2d.

Births.

BARNETT.—October 10, at her residence, Gleannore-road, Rushcutters Bay, the wife of F. W. Barnett, a son.

SMITH.—September 28, 1887, at the Miss. Mrs. Corcoran, New Zealand, wife, the wife of P. L. Smith, Inspector of Stock.

Marriages.

LAWRENCE-BURNETT.—On 26th September last, at Sydney, Harry Edward Lawrence, late of London, to Annie Burnett, youngest daughter of the late Mr. John Burnett, builder, of Glasgow, Scotland.

Deaths.

HELL.—October 12, 1887, at his residence, Castlereagh, New South Wales, a son, Robert, the late, youngest son of the late Mr. and Mrs. Hell, of Sydney, Blacktown.

MCNEILLY.—October 5, 1887, at Oakleigh, Croydon-street, Glebe, Jessie, the wife of C. E. Macneil, a son and two daughters.

MCNAUL.—On 26th September, Mrs. McNaul, widow of Mr. McNaul, Kilkenny, of his residence, Mulgrave, Ashfield, and mother of the late David Rose, of Springfield, and mother of William and Dr. Andrew Rose, M.P., of Melton, aged 88 years.

In Memoriam.

JONES.—In loving remembrance of my dear husband, Joseph Jones, who departed this life October 15, 1887, aged 62, not long before his 63rd birthday.

MAY.—In sad and affectionate remembrance of my dear wife, Maria May, who departed this life after a long illness, October 14, 1887, aged 26 years. "Sleep, trusting every day."

Shipping.

DIRECT SERVICE TO ENGLAND.—**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**—The Company's steamships (under contract with the Victorian Government for the conveyance of the Gold-dust) will be despatched from the Company's Wharf, Circular Quay, on the 15th October, via Calcutta, sailing at Melbourne, Glebe, and King's Cross's sound.

Steamer. Commander Leave Sydney hours, Midday, 1 p.m. Leave Sydney hours, Midday, 1 p.m.

Cyrus ... H. M. Edmunds Oct. 14, 8 p.m. Oct. 20, 1887.

James ... H. W. Wyatt Oct. 14, 8 p.m. Oct. 20, 1887.

Perseverance ... H. W. A. Scott Oct. 14, 8 p.m. Oct. 20, 1887.

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Passenger and cargo booked to London, Italy, Egypt, India, China, and Japan at moderate rates.

For all information apply at the Company's Office, 247, George-street.

J. WEIR. Agent.

D. AND O. COMPANY.—**PASSAGE MONEY TO LONDON.**—GREATLY REDUCED.

First class—\$20 to \$70.

Second class—\$25 to \$37.

The Company beg to draw special attention to the superior arrangements made for the comfort of Second Class Passengers on board their steamers, in point of cabin lighting, heating, and ventilation, for married couples, piano, &c., the accommodation now offered being unsurpassed.

CHEAP RETURN TICKETS ARE ALSO ISSUED.

J. WEIR. Agent.

NOTICE TO PASSENGERS FOR CLYDE.

The R.M.S. CLYDE will have the P. and O. Company's Wharf at 1 p.m. on the 15th instant instead of Noon. **J. WEIR.** Agent.

October 12, 1887.

ORIENT LINE OF ROYAL MAIL STEAMERS.

The following Royal Mail steamers belonging to the ORIENT and PACIFIC COMPANIES will leave SYDNEY at 1 p.m. on the unseasonable dates for PLYMOUTH and LONDON, the South America, Adelais, Diego Garcia (at Company's option), the South China, and Japan.

Steamer. Commander Leave Sydney hours, Midday, 1 p.m. Leave Sydney hours, Midday, 1 p.m.

Orion ... G. F. Dixon Oct. 14, 8 p.m. Oct. 20, 1887.

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Orion ... G. F. Dixon Oct. 14, 8 p.m. Oct. 20, 1887.

And fortnightly thereafter.

ALICE BARNETT—afforded to break their journey.

ENTIRE CARBON REQUIRED on most liberal terms.

PASSAGE MONEY.—Saloon, \$35, and \$70.

Return tickets issued for bringing out friends and relatives by the payment of Passage Money here at the following rates:

15 rupees each adult.

Four-birth cabin 15 rupees each adult.

Two-birth cabin 15 rupees each adult.

MANAGERS: P. GREEN and CO. and ANDERSON, ANDERSON, and CO., Fenchurch-street, London, E.C.

Full particulars on application to G. J. FUIL, General Manager in Australia.

50 Pitt-street.

UNION STEAM COMPANY OF NEW ZEALAND.—Limited.

SAN FRANCISCO ROYAL MAIL SERVICE.

OVERLAND ROUTE TO ENGLAND, VIA SAN FRANCISCO AND NEW YORK, CALLING AT AUCKLAND AND HONOLULU.

Avoiding all the heat of the Red Sea and cold of Cape Horn.

Under Contract with the Postmaster-General of New South Wales and New Zealand, this line is approximately 1000 miles long, and will be the shortest route from San Francisco to Europe.

EVERY FOUR WEEKS, sailing as under:

Steamer. Commander Leave Sydney. Arrive at San Francisco.

Alameda ... November 2 November 27 December 25

Each steamer carries a fully equipped saloon.

These steamers are fitted with electric light, and with a refrigerating chamber for ship's provisions, ensuring a pleasant passage for all.

Passenger and cargo for Russell are transhipped at Auckland.

ALL first-class passengers are allowed 550 lbs. of baggage to San Francisco, and 500 lbs. "Overland," free of charge.

THROUGH PARE TO LIVERPOOL.

First-class—\$25 to \$50.

Time cards, railway maps, and guide books, showing all routes to any point in the United States, may be had on application.

For rates of passage and freight, and all other information, apply to FRED W. JACKSON, Manager, Margaret-street.

UNION STEAM SHIP COMPANY OF NEW ZEALAND.—Limited.

COMMUNICATION TO ALL NEW ZEALAND PORTS.

FROM SYDNEY:

HAUROTO, 1800 tons, about THURSDAY, October 20, for NEW ZEALAND, Lyttleton, and Dunedin, transhipping to outports.

MANAPOURI, 1750 tons, THURSDAY, October 27, at 4 p.m. for Lyttleton, Port Chalmers, Dunedin, Napier, Wellington, Lyttleton, Port Chalmers, Bluff, and Milford.

Passenger and cargo for Russell are transhipped at Auckland.

ALL first-class passengers are allowed 550 lbs. of baggage to San Francisco, and 500 lbs. "Overland," free of charge.

From MELBOURNE.

WAIARAPA, 1750 tons, TUESDAY, October 16, at 2 p.m., via Bluff.

Tourist's Handbook and Pocket Guide, for information and guidance of passengers, may be had on application at Company's Office, New Zealand Wharf, Circular Quay.

FRED W. JACKSON, Manager, Margaret-street.

UNION STEAM SHIP COMPANY OF NEW ZEALAND.—Limited.

IMPERIAL GERMAN MAIL.

Passengers are carried according to the requirements of the English Passages Act of 1855 and 1863.

MONTHLY LINE OF DIRECT STREAMERS

from SYDNEY, MELBOURNE, and ADELAIDE, to COLOMBO, Aden, Suez, and Genoa, taking passengers for London, and connecting with the Bremen Line to BRUNSWICK.

Passenger and cargo for Russell will be despatched as follows (if practicable):—

Steamer. Commander Leave Sydney. Arrive at San Francisco.

Alameda ... November 2 November 27 December 25

Each steamer carries a fully equipped saloon.

These steamers are fitted with electric light, and with a refrigerating chamber for ship's provisions, ensuring a pleasant passage for all.

Passenger and cargo for Russell are transhipped at Auckland.

ALL first-class passengers are allowed 550 lbs. of baggage to San Francisco, and 500 lbs. "Overland," free of charge.

Through Tickets in the First and Second Classes at reduced rates, to Germany, via Brindisi or Genoa, and Japan.

Passenger and cargo booked through to New York, via Southampton.

For FREIGHT, PASSAGE, and all further particulars apply FINN and BETTE, Limited, Agents, 5, O'Connell-street.

TEAM TO LONDON.—For JANUARY WOOL SALES.

MONEY WIGRAM and CO., Limited, splendid steamship ERSEY.

For JANUARY WOOL SALES.

SIR BURBERT LONGLEY, Commander, will be despatched in OCTOBER.

THE UNION TRADING AND AGENCY CO., Agents, M. METCALFE and CO.

Wool received at Fleetwood.

COMPAGNIE DES MESSAGERIES MARITIMES.

DIRECT STEAM COMMUNICATION FROM SYDNEY TO MARSEILLE, VIA MELBOURNE, ADELAIDE, MELBOURNE, and COLOMBO, taking passengers through to LONDON OVERLAND, via MARSEILLE.

Steamers under contract with the Government of France. Passengers under contract with the Government of France. Goods, 1000 tons, 1000 h.p., built expressly for the Australian and New Caledonian Line, which will be despatched as follows:—

Steamer. Commander Leave Sydney hours, 1 p.m.

CHALMERS ... W. Deller Oct. 20 ... Nov. 2 ...

VALLEY ... W. Deller Oct. 24 ... Dec. 25 ...

SYDNEY ... W. Deller Oct. 25 ... Dec. 25 ...

And thereafter over 90 days.

Rates of Passage money to Marsella from \$20 to \$25, including 10/- for passage to Marsella.

RETURN TICKETS issued at the following rates:—

1st Class ... 1st Class ... 1st Class ...

2nd Class ... 2nd Class ... 2nd Class ...

3rd Class ... 3rd Class ... 3rd Class ...

Passenger luggage conveyed free of cost from Marsella to London.

For freight, passage, and further particulars, apply at the Company's Office, 16, Macquarie-street, Circular Quay.

A CONIL. Principal Agent.

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM TO NOUMEA (NEW CALEDONIA).

SS. DUPLEX, 1500 TONS.

CHALMERS, 1500 TONS.

CHAL

ROYAL STANDARD THEATRE.
(Under our own management).
Lessee and Director Mr. Frank Smith.
Manager Mr. J. Grant.

OUR NEW PROGRAMME
is now ready.

SECOND WEEK.
Look out for our new First Part,
MONDAY, 17th OCTOBER, entitled
OUR MELBOURNE CUP
OUR MELBOURNE CUP
OUR MELBOURNE CUP.

30 LADIES 30 GENTLEMEN
30 LADIES 30 GENTLEMEN
30 LADIES 30 GENTLEMEN
30 LADIES 30 GENTLEMEN
30 LADIES 30 GENTLEMEN

The Greatest Novelty ever seen on
A GALAXY OF BEAUTY!

W. and N. S. M. and B. Company Every Evening.
Band Sunday and Sunday for full parties.

Note.—Mr. GO. WALLACE has made his first
appearance in the rôle of MONDA in the
famous Equilibrium Act; also, Mr. CHARLES
PALMER, the favourite Alto Singer, and Miss
SCASL, the popular soprano.

Admission, 5s. Seats early.

Admission, 5s.; stalls, 2s.; pit, 1s.
Box plan at Bruce's, 16, 18, 20.

ALHAMBRA MUSIC HALL,
GEORGE-STREET, HAYMARKET.
Proprietor and Manager Mr. Frank Smith.
Business and Stage Manager Mr. Edwin Ship.

MINSTREL BURLESQUE
COME AND GO, WE GO FOR EVER.
Under the Distinguished Patronage of His Excellency the Governor and Lady Carrington.

THE ADVENTURES OF A HIGHLY SUSCEPTIBLE GENTLEMAN.

The Great London "Cox" and "Criterion" Theatres SUCCESS.

WITTY DIALOGUE—LEGITIMATE HUMOUR, IRRESISTIBLY RIDICULOUS SITUATIONS.

MR. HARRY SAINT MAUR, as BOB SACKETT, supported by the Comedy Company.

The Veteran Mr. Boucicault has said that Mr. Saint Maur's Bob Sackett is the funniest comic comedy ever seen on any stage. The Management are afraid to say so, but they hope the Sydney public will say so for them.

Box Office at Nicholas's Music Depot.

Prices, 5s., 10s. and 1s.

Manager for Mr. Saint Maur,
PAUL HIGGINGTON, DAIN'S GRAND FIREWORKS.

DISPLAYS AND ILLUMINATIONS.

COMMENCEMENT OF THE SECOND SEASON.

PAIN'S FIREWORKS IN THE DOMAIN.

PAIN'S MAGNIFICENT ILLUMINATIONS.

BY SPECIAL PERMISSION.

THE NEW SOUTH WALES GOVERNMENT.

IN AID OF LADY CARRINGTON'S QUEEN'S FUND.

THIS DESERVING CHARITY is now being

ACTIVELY CANVASSED throughout the breadth of AUSTRALIA.

CONCERT and ILLUMINATIONS at 7 o'clock.

FIREWORKS at 8.15 o'clock.

THURSDAY, OCTOBER 20.

GRAND PROMENADE CONCERT and PAIN'S MAGNIFICENT ILLUMINATIONS.

ON THEIR SCALE,

BY SPECIAL PERMISSION.

THE NEW SOUTH WALES GOVERNMENT.

IN AID OF LADY CARRINGTON'S QUEEN'S FUND.

THIS DESERVING CHARITY is now being

ACTIVELY CANVASSED throughout the breadth of AUSTRALIA.

CONCERT and ILLUMINATIONS at 7 o'clock.

FIREWORKS at 8.15 o'clock.

THURSDAY, OCTOBER 20.

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FULL AND COMPLETE PROGRAMME, embracing an immense number of startling novelties, will be announced shortly.

JAMES PAIN.

ENTRANCE, 10 a.m., 5h. p.m.

GRAND PROMENADE AND DIORAMA OF THE NATIONAL CITY OF THE WORLD.

SCIENTIFIC AND MECHANICAL MODELS of all kinds.

GIANT FORTUNE-TELLER, Engraving, Glass, &c., &c.

Admission, 5s., 10s. and 1s.

SOCIETY OF SKATING RINK

and RIDING ACADEMY,

DOUBLE RAY.

OPEN DAILY.

Hours as usual.

MORNINGS, to Ladies, FREE.

AFTERNOON, Admission and Skates, 1s.

EVENINGS, to Ladies, Admission, 1s. only.

EVENINGS, to Gentlemen, Admission, 1s. Skates, 1s.

COLUMBIA ELITE SKATING RINK, EXHIBITION BUILDING.

Under the distinguished patronage of His Excellency the Governor.

LORD HIGGINGTON, and the Elite of Sydney.

A. N. RIDGELEY, Proprietor, and K. A. SKINNER, General Manager.

Open to the public every afternoon and evening; and mornings for ladies, from 10 to 12, free.

The Largest Amusement Palace in the World. Beautifully Decorated, and Brilliantly Illuminated by Electric Light.

ATTRACTIONS EVERY EVENING.

SELECT MUSIC.

ADMISSION, ONE SHILLING.

THIS FRIDAY, OCTOBER 14.

OPEN ALL THIS DAY FOR SKATING.

TO-NIGHT, THIS (Friday) EVENING.

ONE-MILE HANDICAP AMATEUR RACE, at 9 p.m.

Entries receive until 8 o'clock, TO-NIGHT.

NOTE.—LAST MONTH OF THIS SEASON.

THE ROYAL AQUARIUM AND PLEASURE GROUNDS, BONDI.

Twice now run through to the grounds.

TWO SHARKS IN THE SHARK POND.

The most beautiful and complete Aquarium in the Universe.

The most natural home for sea-life in the world.

PROMENADE CONCERT HALL, BONDI, and SUNDAY AFTERNOONS, by the splendid Band of the 1st Regiment.

Open Daily from 10 a.m. to 5 p.m.

ADMISSION, 1s.

THE NEW IDEAS.

AN EXTRAORDINARY ANNOUNCEMENT.

TEN THOUSAND SHILLINGS TO BE SOLD

for TEN PENCE EACH.

A. FINLAYSON AND CO., the GREAT GUTHIERS of NO. 71, GEORGE-STREET,

will on THURSDAY, the 17th October, between the hours of 4 and 8 o'clock in the evening, sell Shillings for Tenpence each.

ONLY ONE SHILLING SUPPLIED TO EACH PERSON.

FEAR IN MIND—The time is between 6 and 8 o'clock on THURSDAY.

A. GRAND SQUARE PIANOFORTE. TO CANADIANS and AMERICANS. One of the Finest Grand Square Pianos ever imported. A BARGAIN.

ELVY AND CO'S PIANO GALLERY, 269, George-street.

A ACADEMY OF MUSIC, 1, LEST. Apply F. Miscook.

A GIPSY'S WARNING—Don't be deceived, go only to her own house.

H HALL and PIANO TO LET, REPAIRS; suit private auditions or public meetings. Hallot, Paramount, & Co., Glebe.

G HANDY NOVELTY Mechanical Drawing Gallery for sale, complete. Apply A. Comino, 26, George-street.

D DRESSING CLASS held Tuesdays, Friday, 4 p.m. Cutting, Fitting, &c., taught. 174, Liverpool-street.

C R I T I C I S M THEATRE.

Sole Proprietor Mr. John Solomon
Business Manager Monty Brown.

LAST NIGHTS OF
LAST NIGHTS OF
WE ARE BOATWATER'S

INGOMAR Splendid Production

INGOMAR INGOMAR

LAST NIGHTS OF
LAST NIGHTS OF
MISS FANCIE JENKINS

INGOMAR as PARTHENIA.

INGOMAR Miss Lizzie Jenkins

INGOMAR as PARTHENIA.

INGOMAR who were greatly received by a crowded and brilliant audience.

RECALLED EVERY ACT,

CHEERED TO THE ECHO.

INGOMAR LAST NIGHTS OF

W. J. HOLLOWAY as INGOMAR.

INGOMAR who were greatly received by a crowded and brilliant audience.

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the wiser. This, of course, was all very well in the case of an honest debtor; but it opened the door to all sorts of knavery and chicanery which lowered the tone of commercial integrity to an alarming degree. The English law up to 1883 made no better provision, but the Chamberlain Act which was passed in that year held as its chief principle that everything concerning insolvency should have a public and legal form. Liquidations and compositions by it had to be brought into court, and then be approved of by the Judge. This also is the basis of the bill now before our Parliament. There would be less objection to any other clause being given up than this. Without it the Act would lose its force. The machinery of the Courts would be useless. There would be no check upon compositions which might suit creditors and debtors, but which would not be, as a very great many of them have not been, in accord with the principles of public morality. If anything is to be done at all in the matter of insolvency reform, let it be complete and far-reaching. Debtors have hitherto had the better of the commercial shuffle and the more dishonest they were, the larger were their chances. Objection cannot be taken by honest debtors to the approval of the composition by the Judge, and creditors have certainly little to fear in the matter. But outside of the protection of the parties concerned, the Judge, if he is to be appointed at all, has a duty to do in the interests of the general morality, and every reasonable power should be put into his hands whereby that morality may be preserved. Long ago the British public ceased to look upon insolvency as a purely private concern. They succeeded at last in passing an Act which gave a legal supervision over all arrangements with creditors, and now that we are on the same right road there should be no backing down.

The completion of the Nepean scheme has at length set at rest the minds of the citizens in regard to the question of water supply. For several years past, in this same season, we have had scores of a water famine; but these are all at an end so far as the city is concerned. Now, however, that the waters of Sydney have been supplied, it is found that there is some danger of a scarcity in the western suburbs. The houses in some of these suburbs are wholly dependent on wells and tanks which in a dry season may be inadequate to requirements. And it is said that in the cases of some houses recently erected no tanks have been provided because it was expected the Nepean water would be laid on. Now, however, a difficulty has arisen. The City Corporation, which temporarily have control of the new water supply, have no authority to charge rates should they lay on the water to these suburbs. The MAYOR, naturally unwilling to incur responsibility, has appealed to the MINISTER FOR WORKS to take action to avert a water famine. Of two courses open to him, to appoint a Water and Sewerage Board, or to bring in a bill to authorise the City Council to charge rates, Mr. SUTHERLAND has chosen the latter. From what appears elsewhere it will be seen that the MAYOR is to receive his authority to have the water laid on wherever required, or the understanding that a bill will be introduced to enable the Council to charge the rate outside the city boundaries as well as within. It may be supposed, of course, that this arrangement is only provisional, pending the creation of a board, under whose control the whole water supply scheme shall be vested. In this view it is to be hoped that any extensions of mains made by the MAYOR will be adequate, not merely to the supply of particular houses in a borough who may ask to have the water laid on, but of all the houses of the borough. As we have already pointed out, the Nepean water supply scheme is an expensive one, designed for the supply of the whole metropolis, and no one in the suburbs can be allowed to claim exemption. That, no doubt, will be the view ultimately adopted by the board which will be appointed; and the ratification under the direction of the MAYOR should not be on any narrower basis. Otherwise, when the permanent board assumes control, the pipes now to be laid may have to be taken up.

The recent boat accidents in Sydney Harbour, Botany Bay, and Brisbane Water, will suggest the exercise of caution to the large number of our youth who enjoy this form of relaxation from the ordinary routine of life. No part of the world is more favoured than the immediate neighbourhood of Sydney with havens specially suited for yachting and boating, and nowhere is the amusement more largely carried on. Yet though we have magnificent land-locked harbours, every year adds new victims to the number who through recklessness or unskillfulness meet their death from drowning. Fatalities from drowning will be notably numerous at the beginning of the boating season, before amateurs have become accustomed to their work. Results disclosed at inquests have made it apparent that people go out to sail, who are not qualified to handle canvas, and it might well be considered whether it is not possible to impose some restriction on those who do so. Those who have boats for hire cannot be too cautious in giving sailing boats to the uninitiated, for although our harbour is ordinarily safe, its open bays and headlands give such varying conditions of wind at certain times as to make it very risky for amateur sailors to attempt to hoist canvas, or to change a sail for a fresh tack. Indeed even a sudden squall makes it almost dangerous for non-professionals to navigate a rowing boat safely beyond the protecting shelter of a headland. In hiring boats, therefore, owners cannot be too careful in the sails and tackling they give. Our harbour authorities would do well to exercise some control in a matter of this kind, to ascertain that the boats hired are kept in a sound condition. If it is impossible to prevent a hired boat from being too heavily laden, it should certainly be the duty of the owner to inform those who hire it of its capacity; if indeed the information should not be placarded on the boat, as it is on steamships and on omnibuses. Last year at least two fatal accidents occurred through overloading. If the number of fatalities on our harbour could be compared with the number on our streets, it would doubtless be found that, proportionately to the traffic, there is a vast preponderance of death from the capsizing of boats. If it is possible for the authorities to exercise more vigilant supervision over our harbour boating craft, the opening events of the season certainly suggest that it be exercised.

NEWS OF THE DAY.

The Legislative Council sat for an hour and a half yesterday, and disposed of all the business on the papers. The report of the Select Committee, recommending a new standing order in lieu of standing order 162 in regard to the interruption and renewals of private bills, was adopted. The Municipal Roads and Streets Bill was read the third time and returned to the Legislative Assembly, and the Albany Cattle Sale Yards Bill was read the second time and passed through Committee. In reply to a question by Mr. Piddington, Mr. Salomons said that the debtors balance on account of the Consolidated Revenue Fund on the transactions during the period from 1st January, 1887, to the 30th September inclusive, after taking into account payments to the extent of £1,219,814 10s. 5d. for services of 1886 and previous years, was £837,365 0s. 10d.

The principal matter in the Legislative Assembly yesterday was a speech by Sir Henry Parkes on the subject of his financial difficulties. It was delivered in reply to Mr. McElhone, who moved the adjournment of the House to urge the prosecution of the writer of a statement concerning Sir Henry Parkes's affairs, which recently appeared in a newspaper published at Grafton, and it was both powerful and effective. He declared himself to be quite ready to resign his position in the Ministry and his seat in Parliament, if it were the wish even of a significant minority of members, and he asked for some definite expression of opinion from the Houses on the subject. Generally, the feeling in the Chamber was one of sympathy, and it was considered that not 10 members out of the 124 constituting the Assembly would vote for his resignation.

A requisition will be presented to-day to the Mayor, asking him to call a public meeting for Monday next, to consider what steps it may be expedient to take to relieve Sir Henry Parkes from the financial pressure under which he is now labouring. It is proposed to initiate a public subscription, with the object of purchasing from the creditors of the Premier the property known as Faulconbridge, and settling the balance of the money subscribed upon him for his use and benefit.

Last night a bill was introduced in the Legislative Assembly by the Premier, defining and extending the operation of certain provisions of the County Towns Water and Sewerage Act of 1880. The extensions are so great that the councils of municipalities may be better able to distribute for municipal purposes water supplied by means of works authorised by the Government. The bill makes it lawful for the Minister and council of any borough to agree, by writing, for the distribution of water conveyed by works constructed under direction of the Minister, and any money paid thereafter may be recovered as a debt due to the Crown. For the same purpose loans may be authorised by the Governor, and be paid by the Treasurer. Every loan made to a council under the bill is to be first charge on the water-works belonging to the council, and upon all rates and revenues derivable from them.

The slow progress which since the commencement of the Parliamentary session has been made with public works in the Legislative Assembly has led the Government to consider what under the circumstances is the best course for them to pursue, and they have decided to call a meeting of their supporters. A circular, signed by the Colonial Secretary, has been forwarded to all members of the Assembly who are regarded as friends of the Government, or who are believed to be desirous of proceeding expeditiously with the business which the Government wish to deal with during the session, and a meeting of the party is to be held at the office of the Colonial Secretary at 11 o'clock next Wednesday.

The Select Committee appointed to enquire into the circumstances connected with the purchase of land at Circular Quay by the Government met again yesterday. The day was occupied with the examination of Mr. Mills, whose evidence was not concluded when the sitting terminated. The committee will meet again on Wednesday next.

In reply to a question asked by Mr. Hassell in the Legislative Assembly yesterday, Sir Henry Parkes said that a proposal had been submitted by the Government of Victoria that £20,000 should be contributed jointly by the Australian colonies towards the Imperial Institute, and that the proportion that would fall to the New South Wales would be a sum of £4000. The question, however, had not yet been entertained by the Government of New South Wales, and no promise had been made in the matter.

A DEPUTATION consisting of Mr. Thomas Platt, of Port Macquarie; Mr. W. H. Cutler of Rollands Plains and Mr. Botwell, waited upon the Colonial Secretary yesterday for the purpose of requesting the Government to establish a telegraphic office at Rollands Plains, and to extend the line to that town from Port Macquarie. It was submitted that by an extension of the line by that route the necessity for a cable across the Hastings River would be obviated.

The deputation pointed out in support of the request that the population and the value of property in the district was increasing rapidly. At present the residents of Rollands Plains had to ride 30 miles before they could despatch a telegram. Mr. Roberts said the papers respecting the matter were not before him, but he might say that an officer would be sent to report upon it. He (Mr. Roberts) would be very glad if report receiving the report he could see his way to report to their request. The deputation also asked that an alteration should be made in their arrangement with the Hastings River by sending the mails up the river by steamer. Mr. Roberts said the representations made with regard to the matter would receive consideration. It was his desire to as far as possible provide the best means of transit for mails with a due regard to the public interest. The deputation also adverted to the necessity for the establishment of a receiving post-office at Upper Rollands Plains, about seven or eight miles distant from Rollands Plains. Mr. Roberts promised to obtain a report on the matter.

The Premier will receive deputations to-day from the North Botany Progress Committee, regarding the incorporation of the proposed municipality of North Botany, and from residents in the vicinity of Neutral Bay, with reference to the sale by the Government of a portion of the public reserve there. A deputation of mine-owners, who are to have waited upon the Minister for Mines respecting the Coalfield Regulation Act, will be received at the Executive Council Chamber, when, in addition to Mr. Abigail, the Premier and Minister for Lands will be present. The following deputations will be received by the Minister for Works—Waterloo Council, regarding the state of Elizabeth-street; Leichhardt Council, with reference to the construction of a swing in the Iron Cove bridge to allow vessels with masts to pass through it; residents of Muswellbrook, Casillas, and Walgett, on the subject of railway communication between Muswellbrook and Casillas; deputation, regarding tramway communication with Five Dock. The Postmaster-General will receive a deputation with reference to the telephone exchange.

Mr. TOWNSHEND, M.L.A., interviewed Mr. Cowdry, engineer for existing lines in the Railway Department, yesterday, regarding the proposed depot for the storage of agricultural produce at Darling Harbour. He was informed that the plans and specifications for the proposed building were in course of preparation, and would be finished in the course of the next few days. Tenders for the ironwork would then be called for. The depot, there is every reason to believe, will be finished by Christmas in time to receive the new crop.

An alteration took place in the Assembly last night between Mr. McElhone and Mr. Tonkin, and the latter challenged the former to "come outside." The two houses appeared to be thoroughly in earnest, but the House regarded the matter as a great joke. Mr. Tonkin, at the request of the Speaker, withdrew his challenge and apologized.

The Government received a few days ago a telegram from the Victorian Premier containing a request from the Central Board of Health, Melbourne, to the Health authorities here should revert to the regulation passed after information was received of the outbreak of smallpox in Tasmania, and order all vessels from that colony into quarantine. This request was made in view of the increase in the number of cases of smallpox in Launceston, and was based on an allegation that South Australia and Victoria suffered from what was termed a "relaxation of the quarantine regulations in Sydney." The matter was not officially dealt with by the Sydney board, but was brought up in the next regular meeting of the Board of Health, which took place yesterday. We understand that the matter was carefully considered, and that an answer to the communication was drafted by the board to be sent to the Victorian Government. The matter, however, having been made, not one as between the Boards of Health of Sydney and Melbourne respectively, but between the Governments of the two colonies, the answer was submitted to the Colonial Treasurer (Mr. J. F. Burns), and will not be made public until the Victorian Government have received it.

His Honor the Chief Justice sat yesterday in the Ecclesiastical Jurisdiction, and disposed of a large number of motions for probate and letters of administration. His Honor left at 5 o'clock for Goulburn, to take the circuit business there.

The committee appointed last year to enquire into the system of keeping and auditing the accounts of the City Corporation met yesterday to resume its work the last meeting having been held in February. There were present the Mayor (Alderman A. J. Riley), and Aldermen Chapman, M. Harris, Meekes, McMahon, Palmer, and Playfair. The meeting was held with closed doors. The city architect and building surveyor (Mr. G. McBea), and the inspector of nuisances (Mr. R. Seymour), were examined, the evidence elicited being principally a statement to show how the monies connected with these departments were received and paid into the treasury. The committee adjourned sine die. We are informed that legal proceedings will probably be instituted in a few days against an officer alleged to have been concerned in the recent frauds perpetrated in the department of the building surveyor.

The mains of the city are now charged with water from the Prospect Reservoir, and the Nepean scheme is to far advanced that the city and suburbs will henceforth be supplied from this source, and in a quantity much in excess of the consumption hitherto. The Minister for Works (Mr. Sutherland) has determined to introduce a short bill into Parliament with a view of removing the difficulty that stands in the way of the City Corporation by which the water-rate cannot be levied outside the boundary of the city proper for any other than the Botany reserve supply. And in the meantime, so that the western suburbs and other suburbs may be well supplied, and without delay, Mr. Sutherland will today confer with the Engineer-in-Chief of Harbours and Rivers (Mr. Carruthers) and give the necessary authority to the Mayor (Mr. A. J. Riley, M.L.A.) to have the water laid on wherever required. This is a matter of importance, particularly to the western suburbs, which otherwise might have been left in want of water during the approaching summer.

Six hours having been taken by certain residents of Rockwood and neighbourhood to prepare and present to Parliament a petition praying for the incorporation of an extensive area, having Rockwood for its centre, as a municipality, under the name of Balmoral, a large and influentially attended public meeting of residents and property-holders in Homebush was held on Wednesday evening at Darling's Wentworth Hotel to protest against the incorporation of the municipality as proposed. It was stated that it would include within its boundaries many valuable improved and unimproved properties bordering upon the municipalities of Strathfield and Concord the owners of which had no desire to have the control of their affairs relegated to a centre so far removed from their interests. The following resolutions were unanimously agreed to—"That we, the residents of Homebush, emphatically protest against being included in the proposed Municipality of Balmoral, now known as Rockwood." "That we, the residents and freeholders of Homebush, pledge ourselves to resist, by all lawful means, the proceedings of the people of Rockwood to include our properties within the proposed Municipality of Balmoral."

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Government Notices.

Department of Railways,
October 13, 1887.

OVERLAND JOURNEY BETWEEN SYDNEY AND NEWCASTLE VIA PEAT'S FERRY AND GOSFORD.

On all week days a Passenger Train leaves Sydney at 8.15 a.m. on Sundays at 8.30 a.m., see below, for Peat's Ferry, where the train leaves this station at 1.30 p.m., and arriving at Newcastle at 3.15 p.m.

The train leaves Newcastle at 8.15 a.m. on Sundays, where it is met by the steamer which arrives in connection with the train leaving Peat's Ferry at 4.45 p.m., arriving at Sydney at 5.30 p.m.

On SUNDAYS a steamer will meet the 8.30 a.m. train from Sydney at Peat's Ferry, and convey passengers to Gosford, from where a train will leave for Newcastle at 4.30 p.m., and arrive there at 5.30 p.m.

On the up journey a train will leave Newcastle at 9.00 a.m. and arrive at Gosford at 12.30 p.m., and passengers will reach Sydney at 1.30 p.m.

Under this arrangement passengers from Sydney will be able to leave Newcastle by the midnight boat to Sydney, and reach Sydney by the 8.15 a.m. train on Sunday.

Passengers from Maitland, Newcastle, and intermediate stations to Sydney will be similarly situated.

On SUNDAYS ONLY the following reduced rates (which do not apply to steamer fare between Peat's Ferry and Gosford) will be charged:

Return available until Monday evening, first class, 20s 3d; second class, 16s; single, first class, 10s 3d; second class, 6s 9d.

CHAS. A. GOODCHAP,
Commissioner for Railways.

Department of Railways, Sydney,
October 8, 1887.

M E L B O U R N E R A C E S .

29TH OCTOBER, 1ST, 3RD, AND 5TH NOVEMBER, 1887.

CHEAP TICKETS TO MELBOURNE, available for return for TWO MONTHS, will be issued at Sydney from MONDAY, the 24th October, till FRIDAY, the 4th November, inclusive, at the following reduced fares:—

SECOND-CLASS 5s 6s

These Tickets will NOT be available by Express Train.

CHAS. A. GOODCHAP,
Commissioner for Railways.

Department of Railways, Sydney,
12th October, 1887.

I L L A W A R R A R A L I N E .

ALTERATION IN TIME OF
RUNNING OF TRAINS.

On and after SATURDAY, the 13th October, the train, timed to leave Sydney for Maitland at 12.5 p.m. on SATURDAY'S will leave at 12.30 p.m.; and the train timed to leave Maitland for Sydney at 12.30 p.m. will leave at 1.30 p.m.

CHAS. A. GOODCHAP,
Commissioner for Railways.

Department of Railways, Sydney,
10th October, 1887.

G O V E R N M E N T R A W A Y S .

WOOLLAHRA LINE.

A SPECIAL CAR for the accommodation of FIRST-CLASS PASSENGERS only will be run daily between Woollahra and Sydney, at a charge of 6d for the whole or any portion of the journey.

The Car will be attached to the Trains leaving Woollahra at 10.15 a.m., 2.25 p.m., 7.45 p.m.; and Bridge-street at 13.30 p.m., and 6.45 p.m.

CHAS. A. GOODCHAP,
Commissioner for Railways.

Roads and Bridges Department,
18th October.

C E N T E R N A L P A R K .

TENDERS are hereby invited for the Supply of 400 cubic yards of Peat, to be delivered on the "Drive," at the rate of 1500 cubic yards a week.

The material can be obtained from the swamps within the Park, and the contractor may arrange for its removal.

Tenders under cover, endorsed "Tender for Peat," to be forwarded to the Principal Under-Secretary before noon on Tuesday, 19th instant.

(Signed) HENRY PARKER,

Department of Railways, Sydney,
October 8, 1887.

G O V E R N M E N T R A I L W A Y S .

TENDERS will be received at this Office up to 11 a.m. on the dates mentioned hereunder for the public works, &c., specified in the following schedule:—

Date for Receipt of Tenders.

Tuesday,
16th October.

The Supply and Delivery, where directed, at or near Crown Street, Sydney, 4000 c.

Large Boxes or Boxes, 1000 c. each, Ballast.

The Cleaning of Stock Wagons at Flemington. Particulars Traffic Manager's Office.

The Supply and Delivery at Bathurst Station of 50,000 Bricks.

The Supply and Delivery of Broken Stone to the Supply and Cleaning Works, Rinalong, Albany, and Grafton Districts.

The Supply and Delivery at Seven Hills, the Supply and Delivery at Windsor, or Bichmond Station of 3000 Railway Sleepers. Particulars District Engineer, Bedderston.

The Supply and Delivery of the undermentioned Stores required during 1888 for the Great Southern, Western, and Northern Railways and tramways.

Large Boxes or Boxes, 1000 c. each, Ballast.

Timber, Hardwood, Timber, Softwood.

Steel, Chain, &c.

Wool, Cloth, &c.

Clocks and Watches.

Oils and Colours.

Paints.

Industries Goods.

Drapery.

Hardware.

Engineering Stores, Brass and Copper.

Wires and Cables.

Telegraph and Electric Light Materials.

Building Materials.

Gasoline, Best, not to exceed 600 specific gravity.

Colonial Gasoline, not to exceed 670 specific gravity.

The Supply and Delivery at Narrabeen, Taren, or Bogart Railway Stations of 3000 Ironbark Railway Sleepers.

* Tenders in these schedules, which can be obtained from the Office of the Under-Secretary for Railways, Sydney, will be accepted in state whether they intend to supply imported or colonial-made goods.

Sundries, forms of tenders, and further particulars can be obtained at the Office of the Under-Secretary for Railways, Sydney, or the Superintendent of Railways, Kyelegh, and the Railway Sleepers, Newcastle.

NOTE.—For further particulars see Government Circular, a file of which is kept at the Office of the Under-Secretary for Railways, Sydney, or any tender not necessarily accepted.

CHAS. A. GOODCHAP,

Commissioner for Railways.

Department of Railways, Sydney,
October 11, 1887.

TENDERS FOR ERECTION OF FENCE.

TENDERS will be received at this Office until 11 o'clock on

TUESDAY, the 17th instant, from persons willing to contract for the erection of SIX MILES of FENCING on Lila Springs Station, about 30 miles north of Bourke.

The tenders must be accompanied by application to the Under-Secretary for Mines, or to J. D. Daly, Esq., Superintendent Officer, Bourke.

Each tenderer state the time within which it is proposed to complete the work.

At the foot of every tender there must be a memorandum, signed by the party tendering and two responsible persons as witnesses, to be answerable for the due performance of the contract, in the event of the tender being accepted; and undertake, in that event, that they will serve as sureties and deliver a bond to the Under-Secretary for Mines, for the amount of the contract, for securing such performance.

Wires will be delivered to the Contractor at the town of Bourke.

The lowest or any tender will not necessarily be accepted.

Tenders to be addressed to the Under-Secretary for Mines, and endorsed "Tender for Supply of Fences."

FRANCIS ABIGAIL,

Department of Mines, Sydney, October 1887.

TENDERS FOR SUPPLY OF FENCING-WIRE.

TENDERS will be received at this office until 11 o'clock on

TUESDAY, the 17th instant, from persons willing to contract for the supply of Twenty Miles of approved quality of black coated wire, black Fencing-wire, number (8) eight gauge of British Standard.

The contractor will be required to deliver the wire at the Redfern Railway Station, or before 10 A.M. on the 1st October.

At the foot of every tender there must be a memorandum, signed by the party tendering and two responsible persons as witnesses, agreeing to be answerable for the due performance of the contract, in the event of the tender being accepted; and undertake, in that event, that they will serve as sureties and deliver a bond to her Majesty, in a penal sum of one-tenth of the gross amount of the contract, for securing such performance.

The lowest or any tender will not necessarily be accepted.

Tenders to be addressed to the Under-Secretary for Mines, and endorsed "Tender for Supply of Wire."

FRANCIS ABIGAIL,

The Treasury, New South Wales, October 1887.

A L M A N A C S A N D D I A R I E S .

TENDERS will be received at this Office until noon of TUESDAY, the 18th instant, from persons willing to supply (as required) for the Public Service, during the year 1888:—

Diaries, Book Almanacs.

Almanacs to be addressed to the Under-Secretary for Finance and Trade, and endorsed "Tender for Almanacs and Diaries."

J. F. BURNS.

The Treasury, New South Wales,
21st September, 1887.

A N N U A L C O N T R A C T S .

TENDERS will be received at this Office until noon of TUESDAY, the 18th instant, for the following supplies for the Public Service during the year 1888:—

1. BOOTS, SHOES, &c.

2. SADDLERY, HARNESS, &c.

3. HORSES, MARES, &c.

4. POST OFFICE WAX and OBLITERATING INK.

Samples can be seen at the Government Stores, Young-street, Sydney, or at the Office of the Under-Secretary for Finance and Trade, and endorsed "Tender for Ink."

Information at the Government Stores Department.

No tender will be entertained unless accompanied by a certificate from two responsible persons, stating that they are willing to be bound to the tender in that the tenders are to be accepted.

The necessary stamp duty (1s.) one shilling upon accepted tenders, and one upon bonds must be paid in every instance by the Contractor.

In the case of the accepted tenders, the contractors and their tenders will be entitled to compensation, including the necessary stamp duty, for the services rendered, and the tenders will be bound to the tenders in that the tenders are to be accepted.

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Furniture.

TOTAL FURNISHING ARCADE CARPET AND FURNISHING DRAPERY DEPARTMENT.

A FEW SPECIAL LINES.

WESTMORLAND CARPET SQUARES.

29ds. x 2 yds., 17d. 6d.
29ds. x 2 yds., 21d.
29ds. x 2 yds., 24d.
29ds. x 2 yds., 27d. 6d.
29ds. x 2 yds., 32d. 6d.

A job line. Door Mats, &c.

Mosquitos Net in all widths, now opened.

FESTIVAL CARPET SQUARES.

12d. 6d., 21d. 27d. 6d.

NEW TAPESTRY STAIR CARPETS, 11d.

A few pair of our nice COLOURED LACE CURTAINS LEFT.

OUR CROCKERY AND GLASSWARE DEPARTMENT.

SPECIAL LINES AT SPECIAL PRICES.

SUITES OF GLASSWARE, consisting of: Cut-glass Decanters, 1dor. Cut-glass Wines, and 1dor. Cut-glass Tumblers, in all 25 pieces, for 15s.

SUITES OF GLASSWARE, consisting of: Cut-glass Decanters, 1dor. Cut-glass Wines, 1dor. Green Glasses, 1dor. Cut-glass Tumblers, and 1dor. Soda Tumblers, in all 25 pieces, for 15s.

CUT-Glass BOTTLES, a large line, 1d. 6d.

Porter-glass Water Jugs, special price, 1s per dozen.

SODA and MILK GLASSES, our reduced price, 1s per dozen.

DINNER SERVICES.

Complete Dinner Services, consisting of: 12 Meat Plates, 12 Soup Plates, 12 Dessert Plates, 12 Cheesecakes, 2 Vegetable Dishes, 5 Meat Dishes, 2 Pie Dishes, and Sauce Boat, in all 36 pieces, for 1s.

We also have a large assortment of Fancy Sets, in quite new designs, which we are selling at 50s.

TEA SERVICES.

Complete Tea Services, consisting of: 12 Cups and Saucers, 12 Plates, and 2 Butter Plates, Spoon, and Milk Jug, in all 40 pieces, for 1s.

A large assortment of Toilet Sets, Table Toilets, Dessert Services, Vases, and Fancy Glass at very low prices to suit the times.

For whatever you require do not fail to pay the TOTAL FURNISHING ARCADE a visit. Our assortment in all departments is a large and well prepared. Everything is made to order in Sydney and we can supply you with what you want, so that intending furnishers can stroll round our showrooms, inspect the goods, and judge for themselves where the best value is obtainable.

CAMPBELL BROTHERS,

TOTAL FURNISHING ARCADE,

426, George-street, Sydney.

Note.—If you are not prepared to pay cash, remember that we have a special Credit System Department. Terms may be had on application.

BRADLEY, NEWTON, and LAMB FURNITURE and PIANO-FOFT WAREHOUSEMEN, CABINET-MAKERS, CARPENTERS, BUDGING MANUFACTURERS, SHOWROOMS and MANUFACTORY, SPRING and O'CONNELL-STREETS.

FULL CUTTING ROOM, SIDEBOARD, DINING, WAGGON, TABLE, OVERMANTEL, COUCH, EASY CHAIRS, CARVING CHAIRS, and DINING CHAIRS, all to match, on VIEW at SHOWROOMS, O'Connell-street.

DINING TABLES, with plates, extending screws, &c.

EASY CHAIRS, for Parlour, Library, or Bedrooms, new designs, covered to order, in any material.

SELF-ADJUSTING CHAIR and COUCH for Invalids and Medics. Bradley, Newton, and Lamb.

ROCKING CHAIR, CHAIR, elegant and restful, a specialty.

DRAWING-ROOM CABINETS, Early English and Chippendale designs.

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